When the eagle ascends on his cloud-cleaving pin-He sweeps from the gaze through the ether so blue; When the meteor descends from its starry domin-Like a dream of the night it departs from the

But the star of Columbia, in glory ascending, Shall beacon the usti, as unborn in their slee, And the anthesas of freedom inclodically blending, Shall flee like the winds o'er the land of the free. How glorious the nation has waked from its dream-In splender arrayed that ne'er crowned it before, And the Star-spangled Hanner in majesty stream irg,
By mittions is echeel from mountain to shore:
t rides like the tempest, magestically sweeping;
It glides like the starijs in that alivers the lea;
t earnes and swells, like the wid billows leapin
And hovers like bilss o'er the land of the free,

Our legions are swayed by the accents of glory;
The memories of ages are waked by a sound—
New busyacty leass in the heart of the hoary,
And ; cute with the wisdom of ages is crowned;
The voice of a nation may langursh in sumbers,
Like a harp that reclines on ablivious tree,
Yet, a nonest may call forth the depths of its num-

And scatter its sweets o'er the land of the free,

Like streams from the mountains our heroes as windle,
With gaze that is fixed upon Liberty's star;
On the breeze of freedom their proud streamers
tremble,
Their standards emblanemed with Union afar;
And was to the traiters shall meet them in motion,
When force as the tempest that scourges the sea.
They pour forth their vengeance, their wrath and
devet in.

And victory presides o'er the land of the free, [From the Nerchants' Magazine.]
THE HOUTHERN HARBOUS OF THE

UNITED STATES. The Southern Atlantic and Gulf Coast from Cape Beary to the Month of

the Rio Grande. BY AN OFFICER OF THE UNITED STATES COAST

The important cities of Virginia and Maryland have an access to the ocean only through the Chesapeake Bay, which, at its entrance from the shoals at Cape Charles to those of Cape Henry, measures eight miles in width. A single man-of-war could close the bay against the exit or entrance of the merchant marine, provided there was no naval armament to act against it. It is probable that one of our larger vessels, with the aid of a small war-sloop like the Perry, could close the bay against all commerce. especially while Fort Monroe, which is not far from the entrance, remains in the possession of the United States Government. NORTH CAROLINA.

1. ALBEMARLE AND PAMLICO SOUNDS. ter passing Cape Henry for two hundred miles, low sand islands and shoals lie between the shore and ocean, forming the Currituck, Albemarle, Pamlico and Core Sounds, navigable for vessels of light draft. The Dismal Swamp Canal connects the Chesapeake with these sounds; the first practical ocean inlet is one hundred and thirty-five miles from Cape Henry, a narrow and difficult entrance, known as Hatteras Inlet, with only seven feet water on the A single vessel of light draft would sufficient for the closing of this channel. Eighteen miles south-west of it is Ocracoke Inlet, of the same character; both open into Pamlico Sound. Ocracoke Bar

gives ten feet at mean low water. The only opening into Albemarle Sound by a shallow, winding channel through Oregon Inlet, about forty miles north of Cape Hatteras. The depth of water at the par of the Inlet is probably about five feet. 2. Beaufort.-Following the coastsouth-

ward for fifty miles below Ocracoke Inlet there are no connections with the interior sounds until the old Topsail Inlet is reached. which leads to the harbor of Beaufort, North-Carolina. This harbor is about eight and a half miles west-north-west from Cape Lookout. It is a fine baven, having full fifteen feet of water on the bar at the entrance of the channel, at low tide, or eighteen at high water. The town of Beaufort is commer-cially important, having a railroad connection with Raleigh; and at that point with the various roads of the West. The entrance is defended by Fort Macon, a work of the same class as Fort

There are several inlets for vessels drawing six and seven feet of water to the interior sounds, viz. : Bogue Inlet, with eight feet on the bar; New Topsail Inlet, with ten feet on the bar, and Deep Inlet, with seven fect on the bar, all of which are unimportant, as they lead to no ports of entry or railroad towns. A vessel stationed at the entrance to Beaufort, by looking down the coast occasionally, could effectually guard these minor straits.

It is proper to state that in giving the depth of water, when the extreme highest figure is used, it indicates the depth only at a special point. The average depth will be found nearer the lower figure employed. With this explanation, we proceed to 3. WILMINGTON .- The next harbor of importance is that of Wilmington, North Car-

lina, on Cape Fear River. This port has a single channel with two inlets, fifteen miles in length, rather tortu-ous and narrow in places, with a depth of seven and a half to eight feet on the bars in low water, which could be easily blocknded by two vessels. Wilmington is cou-nected by railroad with the interior, and is thus important as a commercial interpot. Near the mouth of Cape Fear River are Forts Johnson and Caswell, recently seized by the rebels. Fort Johnson is rather a collection of barracks, with a block-house, than a fort. Fort Caswell is a third class

SOUTH CAROLINA.

4. Georgerown.-The next accessible harbor is that of Georgetown, South Carolina, seventy-two miles south-west from Cape Fear, having a single winding channel, ten miles in length, running among shoals. The depth of channel varies from seven feet to thirty. The Pedee River connects Georgetown with the interior, being navigable as far as Conwayboro by brigs. The blockade of the entrance to this harbor would be easy. Further down the coast empties the Santee River, whose mouth is obstructed by shoals, of which the depth of water is only from two to two and a quarter

BULL'S BAY .- This is a good harbor of refuge from south-east winds, and very accessible. The depth on the bar at mean low water is thirteen feet, and the anchorage is good in twenty-one feet, inside. Capers' and Dewees' Inlets, below Bull's Bay, admit vessels drawing six feet water.

6. CHARLESTON .- The harbor of Charleston has six entrances, which, beginning with the one furthest north, are in Maffit's, or the Sullivan's Island Channel, with eleven feet; the North Channel, with eight feet; the Swash, with nine feet; the Overall Channel, which is not now used; the Main Ship Channel, with eleven feet, and Lawford Channel, which gives eleven feet at mean low water. The entrance by North Channel is extremely precarious to vessels drawing seven feet of water, and impassable at low tides to any other. Swash Channel varies in depth from seven to ten feet. Maffit's Channel is narrow at the bulkhead near Fort Moultrie jettee. The entrances to Charleston are such that a single vessel could easily blockade the harwithout being molested from possible fortifications on shore. Charleston is connected with the interior by the Ashley and Cooper Rivers, and by two railroads that join the national network. The entrance to Charleston is perfectly protected by Forts Moultrie and Sumter, the latter on a shoal mear the channel. There are also military I but only seven up to Fort St. Mark's. The

Point. The city, lying at the confluence of two rivers and surrounded by low rice marshes, is difficult of approach. There is an appreach through Elliott's Cut, from Stone River. North Edisto River, between Charleston and St. Helens Sound, has nine mits vessels drawing six feet of water the confluence of the same name. This river a mits vessels drawing six feet of water the confluence of the same name. feet of water on its bar at mean low tide. This and the Stone and South Ediste River entrances are good harbors of refuge from north-east winds for vessels of light draft.

BEAUTORY .- Following the coast downward, the next seaport of any importance is Beaufort, South Carolina. This place, sitnated on St. Helena Island, is accessible by two inlets, viz: the South Channel of St. Helena Sound, in depth seventeen feet; the second inlet, of twenty feet, being the south-east channel of Port Royal entrance. Beaufort River has an average depth of sixteen feet at low water, to point within two miles of the city, and nearly fifteen up to Beautort. The en-trance to this port is easier than that of Charleston, but as there are no railroad or river communications with the interior, the importance of the place as a port of entry is limited.

S. SAVANNAH.—The city of Savannah furnishes the next accessible harbor, to which there is a single entrance, with a depth of water of eleven feet at mean low water on the bar. At high water, vessels drawing fifteen feet can reach the city, and those drawing eighteen feet can anchor within two miles of the city. Savannah is one of the most Southern Atlantic cities, having connection with the interior both by lines of railway and the Savannah liver. The city is entirely surrounded by rice swamps; would be difficult of approach by land, and the entrance by sea is effectually guarded by Fort Pulaski, on Cockspur Island, under whose guns all vessels have to pass in entering. Fort Jackson is three miles below the city. Warsaw, not far from Savannah, is reached by an intricate entrance, with ten feet of water on the bar. The place has no connections nor importance, except its-proximity to Savannah. Ossabaw Inlet, off the mouth of the Ogeechee River, has a depth of fourteen feet on the bar. St. Catherine's Channel has eight and a half feet on the bar, and is more than two hundred yards wide, Sapelo Inlet has from eighteen to twenty feet of water. These three channels lead to Sunbury and other insignificant places on the sounds, not connected by railroad or navigable rivers with the interior. Darien, on the Altamaha River, has a single inlet with thirteen feet on the bar, called Deboy Inlet. The place has no railroad or other commercial connection with the inland

9. BRUNSWICK .- The entrance to the harof Brunswick is by St. Simon's Inlet and Sound, which has a depth of seventeen feet at mean low water. The channel of Turtle River, leading from St. Simon Sound, has twenty-one feet of water up to the town. Brunswick has a railroad partly finished, which is intended to connect it with the great national roads. At present it could not be made an important port of entry.

FLORIDA. 10. FERNANDINA.—The first important point after leaving Savannah is Fernandina, near the entrance of St. Mary's River, the boundary between Georgia and Florida. The entrance is by a channel between Cumberland and Amelia Islands, with fourteen feet of water on the bar. Fernandina is connected by a railway, one hundred and thirty-five miles in length, running across the State, with Cedar Keys, on the Gulf of Mexico, and is thus an im-portant commercial point. It was proposed to make this road part of a great con cation between New York and New Or-

11. Sr. Joux's RIVER.-The St. John's River is a broad arm of the sea, extending almost parallel with the coast for a distance of one hundred and sixty miles, affected by the tide almost to its source. There is a depth of seven feet at mean low water on the great deal of uncertainty in the navigation of | blockading this port will experience some most of these inlets, as the bars are constantly shifting. Ossabaw and St. Simon's, Georgia, have been tolerably constant in depth, and the channel of Sapelo quite so, the changes being favorable in depth and position. A single vessel could effectually blockade the St. John's River. On this river is Jacksonville, which is about twentyseven miles from the bar at the entrance of

the St. John's. 12. St. AUGUSTINE .- The last place of any importance on the Atlantic coast of the Southern States is St. Augustine. The en-trance to this harbor is by two inlets, with only five to six feet of water on the bar at low tide. The harbor is commanded by Fort Marion, an old Spanish work, which has been recently renovated. The commercial facilities of St. Augustine are limited, and the place is of small importance as a port of entry. Southward from St. Augustine there is a stretch of seventy miles of shoal and sand bar before another inlet opens a passage for ships of even the lightest draft. This inlet has less than five feet of water at low tide, eight in high water, and leads only to a few small fishing towns.

Indian River Inlet, one hundred and ten iles to the southward, has a channel of barely three feet water, leading to Fort Pierce and Fort Capron, established during

13. KEY WEST.—Key West is a harbor on the island of that name at the southern extremity of Florida. A well-constructed fort (Fort Taylor,) guards the town and various entrances, which is in the hands of the United States Government, rendered safe by recent reinforcements and supplies. It is of great importance as a naval and strategic point, being one of the keys to the Gulf of Mexico.

14. FORT JEFFERSON.—West of Key West the Tortugas Islands, at the largest of which is Tortugas Harbor, guarded by Fort Jefferson. The fortification, recently gar-risoned and fully provisioned, may be con-sidered safe for almost any contingency. The harbor is a valuable strategic point, as, together with Key West, it commands the entrances to the Gulf of Mexico. On the Gulf coast of Florida, coasting northward, there are a few shallow and unimportant inlets leading to small fishing towns, sur-rounded by wilderness. The harbors thus opened up are valuable only as affording safe anchorage in a storm. Among these are Charlotte Harbor and Tampa Bay. Boca Grande is the proper entrance to Charleston Harbor. The bar is five miles west of the entrance, and has ten to twelve feet of

15. TAMPA BAY .- The south entrance of Tampa Bay has a depth of nineteen feet, and the north entrance a depth of seventeen

feet at mean low water. 16. CEDAR KEYS .- The first port on the Gulf coast of commercial value is Cedar Keys, ten miles south of 'he debouchment of the Suwanee River. This is one of the termini of a railroad which crosses Florida, connecting with roads north and west. The entrances to Cedar Keys Harbor are narrow; the best has a depth of only eleven feet over the bar. The bar of the Suwance River, ten miles above, hasbut five feet of water. 17. St. MARK's .- One hundred miles up the coast, after turning to the west, Mark's is reached, a town commercially important on account of its connection by railroad at Tallahaesee both with the northern and western interior. St. Mark's Harhor is connected with Appalachee Bay by a single narrow entrance, eight miles in length, with nine feet of water on the bar,

18. Sr. George's Sousp. - Fifty miles to the westward is Apalachicola, a small town the bay of the same name. This river admits vessels drawing six feet of water Those vessels drawing seven and a half feet can approach only near the town. The entrances to the bay and harbor are such that a single vessel could blockade it, if such a blockade were considered necessary. As reaches of damp swamp, through which a straggling post-road is kept up, it will be considered of no importance. Next in value toj Pensacola, as a capacious and safe harbor, is the Bay of St. Joseph. It is nearly land-locked, and has an anchorage depth of twenty-five to thirty-three feet-its entrance measuring seventeen feet of water on the bar. There is an important fishing town called St. Joseph on this bay, and a tolerable road from it to Apalachicola.

The Bay of St. Andrew's, the next harbor on the coast, though a shelter for ships in bad weather, has only one small town upon its shores. Equally a wilderness is the country about St. Rosa Bay, which has a narrow entrance, with but six feet of water on the bar. Connecting this bay with the Bay of Pensacola is St. Rosa Sound, navigable only for vessels drawing less than

four feet of water.
19. PENSACOLA.—One of the most important points, in many respects, upon the Gulf, is Pensacola, the next approachable to the West. Railroads connect it with Montgomery, the Capital of the State of Alabama, at which point it is connected with the great network of national roads The location, near Pensacols, of a United States Navy Yard, adds to its importance. The Bay of Pensacola, on which the town lies, affords the finest harbor on the Gulf. The water on the bar at the entrance measures twenty-two feet within the bay it is still deeper; but the depth is twenty-one feet off the wharves of Pensacola. Santa Rosa Island, near forty miles in length, throws its western extremity across the mouth of the bay, leaving a single entrance one and a quarter miles wide. Near the extreme western end of the island is Fort Pickens, so situated that the entrance channel sweeps around it in a semi-circle; and vessels entering are exposed in turn to the fire from three sides of the fort, within a range of less than a mile. Santa Rosa Island is scarcely a quarter of a mile wide at its broadest portion, and so low that heavy seas sometimes break entirely across some parts of it. Opposite Fort Pickens, on the main land, is Fort McRae, and a little to the south of the lat-ter is the water battery. The Warrington Navy Yard and Fort Barrancas lie on a point of the main land within the bay about one and two-thirds miles from Pickens. Fort Pickens can alone maintain a blockade of Pensacola, so long as it remains in the hands of the United States

Government. A short distance west from Pensacola is Perdido Bay, with a bar on which lies but four feet of water.

20. MOBILE.—Forty miles west from Pensacola, on the bay of the same name, lies Mobile entrance, the second place of entry on the Gulf after New Orleans. Two railroads connect it with the great national routes. The Mobile River and its branches, the Tombigbee and Alabama, navigable for steamboats several hundred miles, also make important connections with the interior. The population of Mobile is twentyfive thousand: its business wholly commer-The entrance to the bay lies between Sand Island, on which the light-house stands, and a shoal making off from Mobile Point, a long narrow spit projecting from the main land, nearly fifteen miles in length. On the bar of the deepest channel the water lies twenty feet in depth. Fort Morgan guards the entrance, a fortification on Mobile Point, and all heavy draft vessels have to pass immediately under its guns difficulty in finding safe anchorage during heavy weather, as the fort will prevent their using the bay as a refuge. The pass between Petit Bois and Horn Island, having

outh-east or south-west gales. From Mobile Bay, westward, a line of low sand islands lies parallel to the coast, forming Mississippi Sound which is navigable for coasters drawing six feet of water. Through this sound considerable trade is carried on with New Orleans by way of Bayou St. Jean and Lake Pont-chartrain. The sound, communicates with Mobile through a narrow channel of five feet at low water, called Grant's Pass. There are several connections between Mississippi Sound and the Gulf, viz: tween Dauphin and Petit Bois Islands, between Petit Bois and Horn Island, and beyond Horn Island. The coast communi-cation between New Orleans and Mobile could be cut off by a small cutter cruising between Horn Island and Chandeleur Reef a distance of thirteen miles, cutting off at the same time the communication of New Orleans with the Gulf, through Lake Pontchartrain. The latter body of water is navigated by vessels drawing seven feet of wa-Cat and Ship Islands have good harbors, the first at its north-east end and the last at the north-west end. Their channels afford, respectively, seventeen and nineteen feet.

sixteen feet, is the nearest refuge from

LOUISIANA. 21. MOUTHS OF THE MISSISSIPPL.-There are three main passes to the Mississippi, the North-east Pass, the South-east Pass and the South-west Pass. These, at their widest divergence, are about twenty-two miles apart. The South-west Pass has usually thirteen feet of water on the bar; the depth varies cou-siderably, so that vessels drawing but fourteen and a half feet sometimes lie weeks in the mud, before being able to pass over. The other passes are still more fickle and changeable, although admitting heavy draft vessels. The land at the entrance of the Mississippi River is nothing but mud banks, continually increasing, with reeds and rushes growing upon it, at the hight of ten or twelve feet above the water. From the bar to New Orleans is one hundred and twenty miles. The various passes converge, forming the delta, about twelve miles from the Gulf. At this point in the river two or three steamers could obstruct the navigation of the river for any length of time, and against

an enemy approaching from any direction, xcept by a similar marine from the sea. The city of New Orleans, wholly commer cial, finds its only available access to the Gulf through the Mississippi. Below the city are two forts on either bank of the river, in the hands of the Secessionists, but not considered

of much protective value. New Orleans has railroad connections with the whole Union. A railway line, partly finished, connects it with Houston and Galveston, Texas. At the point where this road nearly approaches the Gulf is the only important harbor in Louisiana west of the Mississippi, Atchafalaya Bay, which has an entrance with but seven feet of wa-

ter on the bar. The mouth of the Sabine River has from six to eight feet of water on the bar. The sounds and channels along the coast from the Mississippi to the Sabine are navigable for vessels of three or four feet draft, and at certain seasons small steamers run for ong distances up the various bayous that end to the interior. There are no towns on he coast of any importance.

TEXAS. 22. Galveston,-The town of Galveston

works on Morris Island and Cumming's | blockade of St. Mark by a single vessel of | is built on the northern extremity of Gal. veston Island. The entrance to the bay of the same name, which forms its harbor, lies between Point Oliver on the north and eastern extremity of Galveston Island on the south. It has a width of two miles, broken by shoals into four channels, which have a depth of from nine to twelve feet on the bar. The blockade of this city would be easily effected by a single vessel. The same blockade cuts off Huston, whose communication with the Gulf is through Buffalo

Bayou and Galveston Bay, 23. Brazos River.—This entrance is A channel with eight feet leads to Quintana and Velasco, which lie on opposite sides of the entrance, a mile and a half above the

24. MATAGORDA Bay.-Passing the shallow mouth of the Brazos River and a long stretch of coast, the Pasa del Cavallo, a nar-row entrance to Metagorda Bay, is reached. This inlet, something less than two miles wide, has a depth of nine feet of water on the bar. On the bay of Matagorda are the lowns of Matagorda and Indianola, the former at the mouth of the Colorado River, the latter on the San Antonio. One hundred and ninety miles of coast are shut in by four long, narrow islands, viz: Matagorda, San Jose, Mustang and Padre Islands. Aranzas Pass, between the first two, gives a narrow inlet for light draft vessels to the bay of the same name. The pass of Corpus Christi, between the second and third, has but four feet of water, leading up to a town of the same name.

25, BRAZOS SANTIAGO,-The Brazos Santiago has a width of about two miles, and seven feet of water on the bar. 26. MOUTH OF THE RIO GRANDE. Rio Grande, forming the line of boundary with Mexico, has a shifting bar of from five

to seven feet in depth. 27. Espinitu Santo Bay is about fifteen miles long, north east and south-west, by about five miles in width. It communicates with the Gulf of Mexico through two small bayous at the north east end, and connects hayous at the north east end, and connects also with Matagorda Bay at Pass Cavallo. Through one of the bayous (McHenry's) the State authorities of Texas have caused a channel to be opened, affording a depth of four and a half feet at average high water, and the digging of a channel of ten feet from the bayou into Pass Cavallo, to form a harman state of the state of t bor or dock for steamers and other sea-going vessels, has been undertaken by private enterprise. The town of Saluria is situated at the east end of this bayou. Throughout the bay there is an average depth of seven feet, the bottom being generally soft mud and shells, except in one locality, known as the "Middle Ground," which is sand, and a portion of which is usually bare at low water. The shores are low and marshy on all sides, 28 SAN ANTONIO BAY is of an irregular and somewhat triangular shape, the greatest length being, from north to south, about 20 miles, and the width ranging from four to eighteen miles. It has no direct communica-tion with the Gulf of Mexico, and is, therefore, but little affected by the Gulf tides. Frequently the water is made fresh by the charge from the Guadalupe River, which enters at its north-east end, and is almost al-

ways muddy.
29. Mission Bay is a small, shallow sheet of water, cut off from the head or San Auto nio Bay, on the east side, by the delta of the Guadalupe River, and having not over eighteen inches of water into or through it. A small bayou, entering on its east side, drains Green Lake, which is a small sheet of fresh water lying some miles further up the delta.

30. Hines Bay, on the west side of the delta, is of the same character, but is larger, being about three and a half miles in diam-eter and shaped like a horse shoe. It is also deeper than Mission Bay, affording about three feet of water to its head. On the north side is the swamp of the delta, but on the south a prairie bluff, twenty feet high, bounds the shore, and here, within a space of three miles, some twenty or thirty houses form what is called Crescent Village.

THE LUMBER TRADE OF THE LAKES .- A number of new firms have located in Toledo during the past year, and all, we believe, have been happily disappointed in the results which have followed. And the eligibility of this city for controlling almost entirely the immense lumber traffic of Central and Southern Ohio, Indiana and Southern Illinois, was never more apparent than at the present time. A few years since the great portion of the lumber manufactured along the shores of Lakes St. Clair and Huron, with all from the Saginaw country, sought a market at Chicago. But the tide of trade has been so reversed, and Toledo is receiving by far the larger portion of the fumber, lath and shingles, made in that region, and is now supplying the extensive range of country above alluded to on terms much more tavorable to the purchaser than those articles were obtained at Chicago, and still leave a large profit to dealers here.—Toledo

MRS. PARTINGTON VISITS CAMP CURTIN.—
"Mr. Century," said she to the guard at the gate, "is this the camp meeting of the Pennsylvania Voluntaries?" "Yes," replied the sentry, smiling, "this is one department; the artillery department is over on the hill."
"Oh," said she, "this is the light infantile corpse, is it? When is the artillery going to fly?" "Wby, ma'am," says the guard, "the stillery is moved by horses and wheels as artillery is moved by horses and wheels, as you see that gun now moving." "Oh! I thought it was one of the wings of the army! I should think the charge of a Mount Calvary company would be very costive—so many men and horses. How much their military suits look like them at the folk's 'one price' clothing store under the Consequential Hotel, in Philadelphia."

There is a custom among the dyers of London to fine any one of their number who sppears at work on a Monday morning wearing a dirty shirt or unshaven, and the fine is generally expended in beer or spirits, of which they all partake. One of the suffer-ers, named Williams, recently appeared be-fore the Lord Mayor to make a complaint against his fellow workmen. He had refused to pay the fine, whereupon they ducked him in a dye-tub. The Lord Mayor would not admit that this practical joke was a harmless one, and fined the assailants of Williams, in their turn, at the rate of one pound each.

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these charlatane N. B .- Dr. J. KATES will attend his patient personally, and can be found in his office, No. 153 Sycemore-street, first door below Fifth, from o'ckck in the morning until s in the evening. All confidential. noil-tf

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FAOTS ARE STUBBORN THINGS!

icons and interviews are strictly private and confidential.

FACTS ARE STUBBORN THINGS!

Hear with the Philadelphia correspondent says in the Commonscendils, Wilmington, Delaware, 9th of April, 1859;

"An English gentleman, formerly connected with the Hriteh army, and who styles himself the 'English Botanic Physician,' has of late sained an extensive reputation here by his skill in curing all manner of complaints. Some of his patients I have conversed with, and they pronouse his remadies and mode of treatment as very superior. Some have been restored as it by magic. The medicine, he uses is distilled by himself from various herbs passessing rare curative properties. While acting in the army he devoted his leisure moments to a therough study of the affects produced by certain medicinal roofs and herbs on all manner of diseases. It weems he has found a sure and speedy row edy for all the 'llis that flesh is helr to'. His practice is already extensive, and is daily increasing. In the complaints to which females are subjected he has no equisi, as a large number by chave testified that they offe, not only their present cood health, but their lives, to the skill of this English Botanic Physician.

SET His Office is at No. 59 EAST FIFTH-ST., CINCINNATI.

More Good News from High and Reliable

"The Botanic Bemedies of Dr. Baphael, the English Botanic Bemedies of Dr. Baphael, the English Botanic Physician, never falled yet to make a perfect, radical and permanent cure of all secret and venerial diseases without the use of mercury, without hindrance from business, and without fear of discovery or exposure. No deadily polsons, such as arrenic, nuxvomica, opium, or any other polsons, inc mercury, nor any deadly minerals; nothing but purely vegetable Butanic Rom dies are used by this wonderful Botanic Physician. His Botanic Remedies never yet failed to cure even the most obstinate and the most dangerous cases, and to remove all mercury and other impurities from the system, when all other remedies had failed."—Medoal Journal.

Odefellow, Bonaboro', Md., said on Thureday, 31st May, 1850:

"Numerous cures of diseases, caused by early indiscretion, having been performed by the Health Botanic Physician of Pulladeiphia, I feel it my duty, having a knowledge of them, to state the fact, believing that is doing so I may do a service to the suffering. One case in particular—that of a young man in this city—is worthy of note. He had become the victim of a habit, the more allusion to which causes a shudder, and, after years of suffering and doctoring, gave up all hopes of recovery. He wished to marry, and was dearly beloved by as west a girl as ever lisped words of affection, but he was fearful, nervous and prestrated. He dared not wed, on account of the shattered state of bis system. He sought relief at the hands of the Botanic Physician, and, astorishing as it may seem, all the bloom and vigor of youth has returned and le is now the happy father of a pair of bright tous." boys."

Any who are suffering, no matter what their com-plaint, can address the Botanic Physician confiden-tially. They may rely upon relief. His office is at

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see When you call, ask for "THE DOCTOR," It
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DOLLAb for a censultation fee. CAUTION TO THE PUBLIC, Doctor Buphael has no connection with PROFESSOE Baphael, or with any other gentlem an of the same name.

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2 and 3 Mackerel; 29 do. and tierces. Nos 1 and Salmon, for sale by JAMFS A. FK & ZEB & CO., oct9 66 and 68 Walout-st. Good! Better! Best! THE ALLIGATOR COAL

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stice.

Wanufacturing them its and Struggie's
sect. B. S. cor, Central sy, and Eighth-st,

Swell, Hugh W. Hughes and Wilson T. Drake, partners as Evans & Go, plaintiffe, vs. Enbest Newcom and Franklin G. Newcom, partners as S. & F. Newcom and Franklin G. Newcom, partners as S. & F. Newcom indexpers; Broase D. Chipman, George Gillspie, John L. Guisinger and William D. Chipman, Jones D. Chipman, George Gillspie, John L. Brown, and John E. Grisinger, partners as Guisinger & Brown indexpers.

The said defendants, George Gillspie, John L. Guisinger & Brown indexpers.

The said defendants, George Gillspie, John L. Guisinger and William L. Brown, are hereby noticed that on the sist day of March, A. D. Iss', the said plaintiffs in said Court filed their polition against said defendants, which is still pending therein, the effect and demand of which is to recover a judament amount the said defendants for \$2,000 and interest from February L-1801, on a draft of anid defendants for said sum, dated Cincinnati, December 3, 1800, as d lee said defendants are notified that William & Williams and Samuel V. Hied, partners as Williams & Sied, and Thomas B Smith, have been served as granishese in this action; this an order of attachment has been issued in said action and levied upon the following described premises, to wit:

All that certain lot or parcel of ground situated in Sincinnati, commencing forty, thee (49) feet from the south-west corner of Richmond and Johnstreet, and running thence southerly along the line of J. Inn-attent sixty one feet, and the same width bock at vignt angles seventy feet; thence northewest corner of Richmond and Johnstreits, and running these seventy feet; thence northewest corner of Richmond and Johnstreits, and transless seventy feet; thence northewest corner of Richmond and Johnstreits, and running these seventy feet; thence northewest corner of Richmond and Johnstreits, and the same width beck at vignt angles seventy feet; thence northewest corner of Richmond of the same width beck at vignt angles seventy feet; the place of beginning.

street
The said defendants are required to answer or demur to said petition on or before the 28th day of December. A. D 1951, otherwise judgment will be taken against them, and said attached property sold in satisfaction thereof,
or31-(Wy M. H. & W. TILDEN, for Plaintiffs.

OUINT, SS.—The Saperior Court of Cincinnati —14,709.—Jacon Evans, Briggs Swift, Bugh W. Bughs and Wheen T. Brake, Partners, as Evans & G., Plainitifa, versus Washington Butcher and John Butcher, Partners, as Batcher & Brother, Defendants, and Anthony Railock and Morris Oram, Garnishees.—The said defendants. Butcher & Brother, as berely notified that on the 2d day of May, A. D. 1861, the said plaintiffs filed their petition in said Court, alleging thereto that, on the 27th day of February, 1881, the said Morris Orium made a certain bill of exchange for the sum of Sa,000 and todyread and directed the same to the said Butcher & Brother, by whom the same was duly accepted; that afterward, at the request and for the beseft of the said Butcher & Brother, the whom the same was duly accepted; that afterward, at the request and for the beseft of the said Butcher & Brother, the whom the same was duly accepted; that afterward at the request and for the beseft of the said Butcher & Brother, the said with the said Butcher & Brother, the said sum of \$5.08, and interest from May 1, 1891; and the said defendants are notified that the said Morris Orum and Anthony Bullock have been sarved as garnishees in sald, action. Defendant are required to break, answer of demur to said petition, on or before the 21st day of December, A. D. 1861; otherwise, judgment, will be rendered against them and the property or credity of the said Butcher A. Brother in the possession or covitor of the said Bartishees be subjected to the payment thereof, oc24-fTh M. H. & W. Tilden, for Plaintiffs.

STATE OF OHIO. HAMILTON COUNTY.

S.S. S. S. S. SUPERING COURT OF CINCINNATI.

No. 14 889:—Attachment.—The Savings Bank of Wheeling, Plaintiff. et A. W. Hamiin. Defondant. The said defendant is notified hereby that on the 6th day of June, A. D. 1861, the said plaintiff filed its polition in said Gourt. Which is still pending therein, setting forth that on the 6th day of June, A. D. 1861, the said defendant was included to one D. Airling, in the sum of \$239 87, on an account for merchand; o, not and delivered by the said Airling, to defondant; that afterward, and on said thing, to defondant; that afterward, and on said thing, to defondant; that afterward, and on said thing, to plaintiff, that plaintiff is mow the owner thereof; that there is due plaintiff from defendant thereon the sam of \$239 87, and interest from June 4, 1861, and defendant is spilifed that an order of attachment was duly insued in said action, and property of defendant, consisting of forty-five bales of tow and fifteen bales of flax, seried under and by virtue thereof. Defendant is required to answer or denur to said pelicion on or before December 28, 1861, otherwise judgment will be taken against him, and said attached property sold to satisfy the same of the control of the said attached property of the said of the said said attached property of the saids, Plaintiff.

STATE OF OHIO, HAMILTON COUNTY,

COURT OF COMBON PLEES,—[80. 22,189.]—
Ethan S. Bates vs. Soil D. Kempton, William Longstreet, James S. Kempton, et al.—The defendants,
Soil D. Kempton and William Longstreet, are
beroly notified, that on the 2th day of July, 1851,
the said Ethan S. Bates filed his polition in the said
Court of Common Plees, to foreclose the mortrage
made by said James S. Kempton to the plaintiff, on
that tract of land in said county, in secting 26,
township 3, and second fractional range is the Misaid Purchase, particularly described in said mortsage and in said potition, and which mortgage is
recorded in the Record of Mortgages, of Said county,
in Book No 248, page 466. The said defendants are
required to appear and answer on or before SATURDAY, the 1sth day of December, A D 1801, or the
petition will be taken as true, and the prayer thereof
granted. G. B. HOLLISTER, Plaintiff 's Aut'y,
Cincinnati, October 14, 1861.

LINE, HANLY & KROEL VS. ZIME A MELMAN & GALLUP, Partners, etc.—The defendants will take notice that, on the 27th day of April, 1861, paintings filed in the office of the Superior Court of Uncinnatia spetition against them, to recover a judgment on a note, made by defoudants to plainting, for the sum of \$5.55 27, due February 3, 1861; and that an attachment issued in said case, and has been levied by the Sheriff on thirty-three barrels of peach brandy, the property of defendants are required to answer by the 7th day of December, 1861. JOHN W. HEBRON.

oc5-fSat Attorney for Plaintiffs. CERATHNEL MAXWELL, WHOSE
Residence is unknown, is notified that Elizabeth Maxwell did, on the 20th day of October, A.
D. 1851, file her petition (No 22,478) in the effice of the Clerk of the Court of Common Pleas, within and for the Courty of Hamilton and State of Ohio, charging that the said Geratinel Maxwell has been willfully absent from her for more than three years, and asking that she may be divorced from the said Geratinel Maxwell, which petition will stand for hearing at the next term of said Court.

ELIZABETH MAXWELL,

By JAMES BUYLE, her Attorney.
October 20, 1851.

REMOVALS.

REMOVAL.

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